BookletChart™

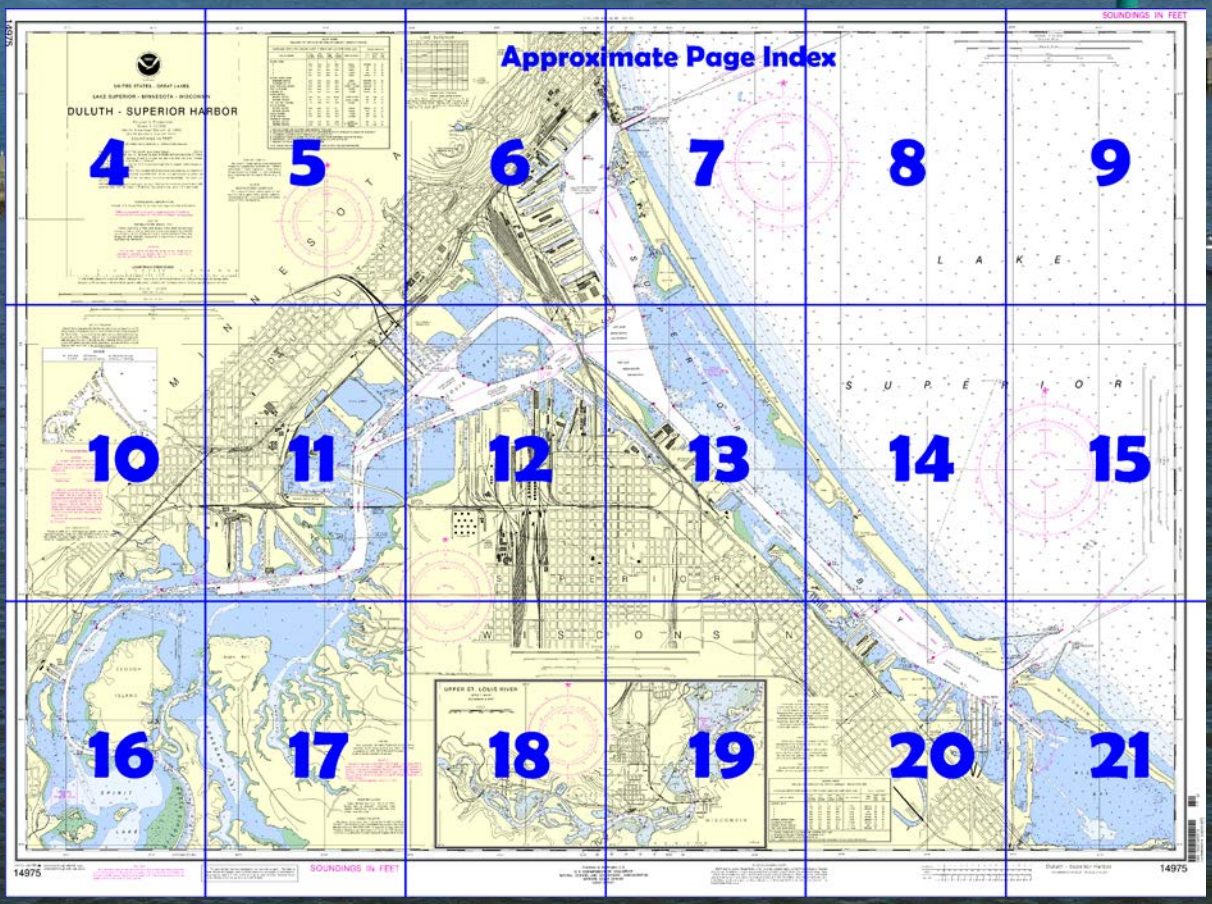
Duluth – Superior Harbor

NOAA Chart 14975

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

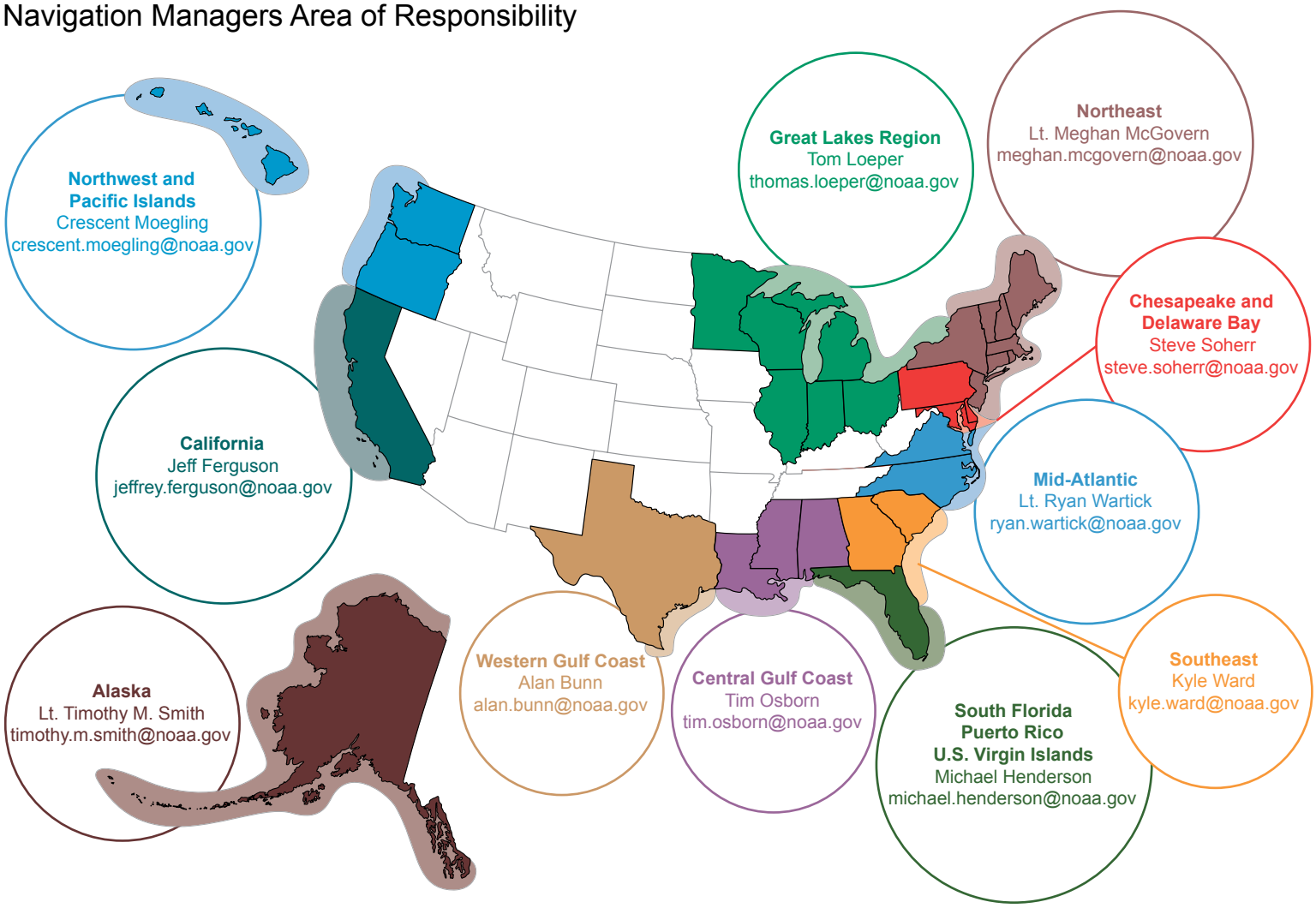
For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14975

(Selected Excerpts from Coast Pilot).
Duluth-Superior Harbor is at the W end of Lake Superior. The harbor has been developed along Superior Bay and the lower part of the St. Louis River, which forms part of the **State boundary** between Wisconsin and Minnesota. It is one of the most important harbors on the Great Lakes because of its range of facilities and the magnitude of its commerce. The cities **Superior, Wis.,** and**, Minn.,** front the S and N sides of the harbor, respectively.
Superior Entry South Breakwater Light (46°42.6'N., 92°00.4'W.), 70 feet above the water, is shown from a white cylindrical tower on a white building on the outer end of the breakwater on the S side of the S harbor entrance. A fog signal is at the light.
Duluth Harbor South Breakwater Inner Light (46°46.7'N., 92°05.5'W.), 68 feet above the water, is shown from a black cylindrical tower with a white lantern room on the S side of the N harbor entrance.
Superior Bay, about 6.5 miles long and 0.5 to 1 mile wide, is a natural shallow basin separated from Lake Superior by **Minnesota Point,** a low, narrow strip of sand and gravel. The bay is entered from Lake Superior through **Duluth Entry** at the N end of Minnesota Point and through **Superior Entry** at the S end of the point. Between the entrances, the lakeside of Minnesota Point has deep water within 0.4 mile. A submerged breakwater extends 1,000 feet S from shore in the small bight on the N side of Duluth Entry. A buoy marks the outer end of the ruins. Several cribs are on the W side of the bight.
Allouez Bay is a very shallow bay that extends SE from Superior Bay S of Superior Entry and is enclosed on the E by **Wisconsin Point.**
Nemadji River flows from **Moosecamp Lake,** about 40 miles above Superior, and empties into the W side of Superior Bay opposite Superior Entry. In 1982, a depth of 4½ feet was available for 5 miles above the mouth, thence in 1976, 2 feet above that point.
St. Louis River flows into the W side of Superior Bay near its N end through a narrow gap between **Rices Point** on the N and **Connors Point** on the S **St. Louis Bay** is a widening in the river that extends from these points to **Grassy Point,** 3 miles SW. **Howards Bay** is a narrow inlet that leads SE from St. Louis Bay for 1 mile on the W side of Connors Point. Above Grassy Point, the river again widens, covers a large shallow area, and is divided by points and islands into a number of irregularly shaped bays and inlets. **Clough Island,** the largest in this area, encloses the N side of **Spirit Spirit Lake,** a section of the river mostly isolated by islands. **Minnesota Channel,** the dredged channel through this area, follows the Minnesota shore for 2 miles W from Grassy Point, thence turns S between Clough Island and the mainland, and thence turns E on the S side of Clough Island to the head of the dredged channel.
Above Clough Island, the natural channel of the St. Louis River is navigable for varying drafts to just above **du Lac,** about 8 miles above Clough Island. The river is practically a level pool at ordinary stages to the foot of the rapids just above Fond du Lac. The channel in this reach is well marked by buoys, and vessels of suitable draft should have no difficulty navigating it. A wreck, covered about 2½ feet, is on the E side of the river at **Oliver,** about 3.8 miles above Clough Island.
Coast Guard
Duluth Coast Guard Station is on the W side of Minnesota Point, 0.5 mile S of Duluth Ship Canal. A Coast Guard **Marine Safety Office** is in Duluth. (See appendix for address.) Harbor regulations
Two companies in the harbor have docking facilities for making repairs to deep-draft vessels, and three other companies have shops and make repairs to vessels at their berths. Fraser Shipyard, Inc., at the head of
Caution.–A sunken wreck is 0.9 mile ENE of the entrance to Duluth Ship Canal.
The area immediately ESE of Duluth Harbor Basin Traffic Lighted Buoy is subject to shoaling.
Local magnetic disturbance.–Differences from normal variation of 001°E to 005°E have been observed in the lake about 10 miles from Duluth.
Harbor regulations.–A **speed limit** of 8 mph (7 knots) is enforced in Duluth-Superior Harbor.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Navigation Managers Area of Responsibility

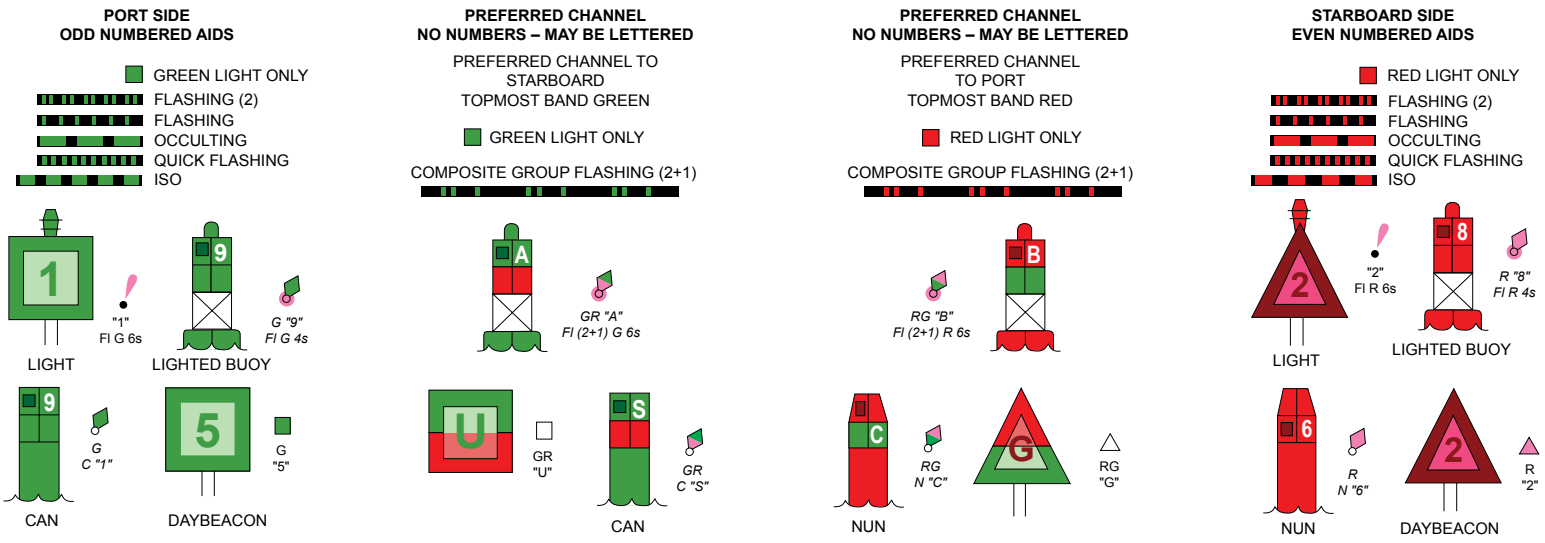


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

14975

92° 12′ 92° 11′ 92° 10′

46° 47′

46° 46′

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

LAKE SUPERIOR - MINNESOTA - WISCONSIN

DULUTH - SUPERIOR HARBOR

Polyconic Projection
Scale 1:15,000
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) . . . . . 601.1 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U. S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For a complete list of symbols and abbreviations, see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U. S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U. S. Coast Pilot 6 for important supplemental information.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

CAUTION

POTABLE WATER INTAKE (PWI)

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U. S. Coast Pilot 6 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U. S. Coast Guard Light List and U. S. Coast Pilot for details.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do n
open to a full upright or vertical position, unlimite
vertical clearance is not available for the enti
charted horizontal clearance.

SCALE 1:15,000

Nautical Miles

½ 0 ½ 1

Statute Miles

½ 0 ½ 1

Yards

500 0 500 1000 1500

Meters

500 0 500 1000 1500

N

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surve
banded in this diagram by date and type of survey. Channels

Joins page 10

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

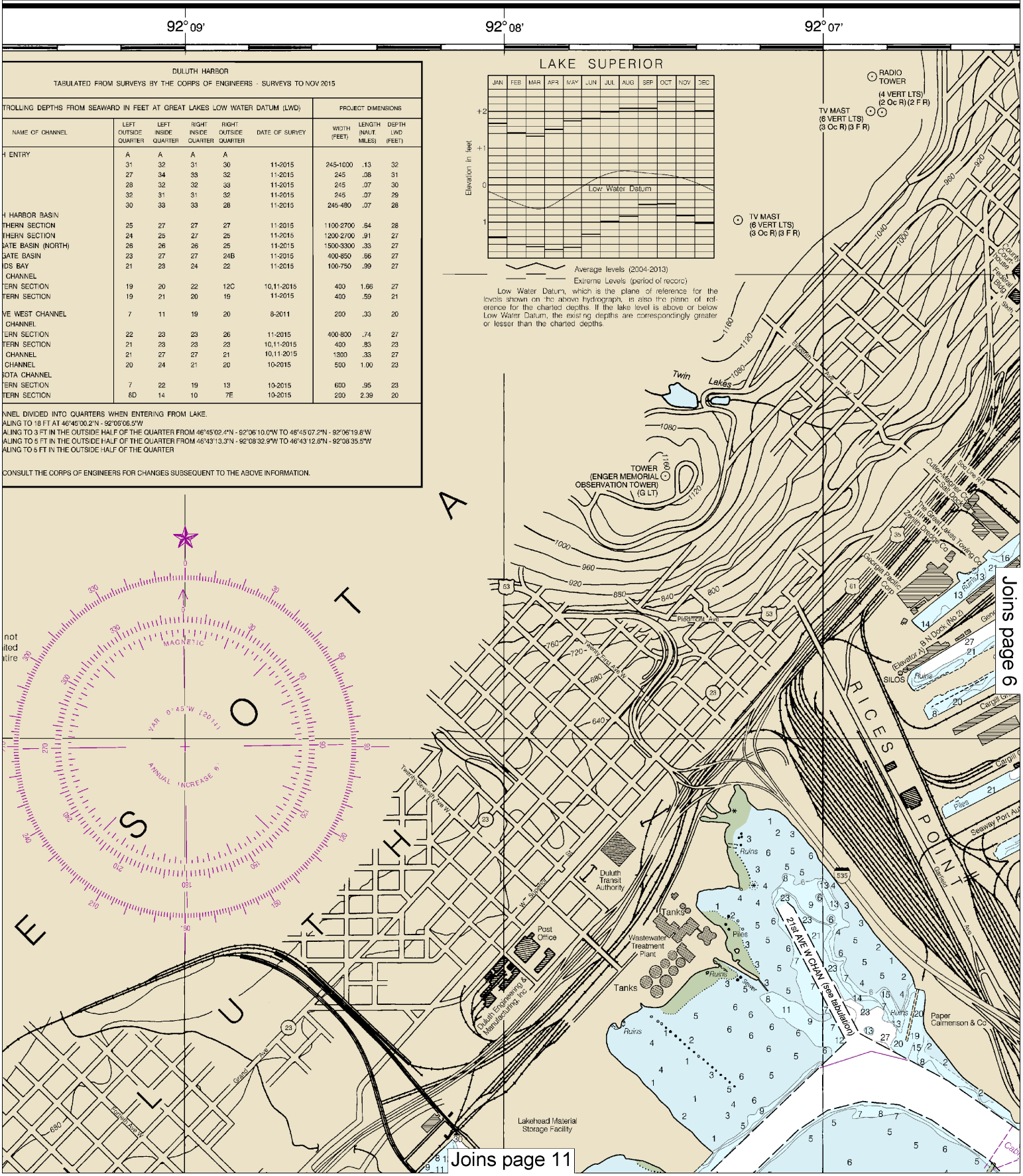
Nautical Miles

0 1

Yards

500 0 500 1000 1500

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:20000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

92° 09' 92° 08' 92° 07' 92° 06'

ULUTH HARBOR
CORPS OF ENGINEERS - SURVEYS TO NOV 2015

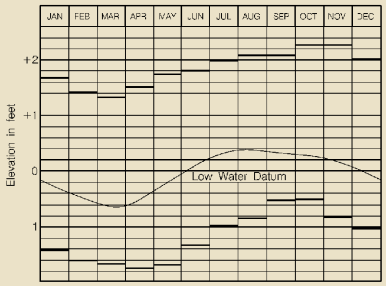
AT LAKES LOW WATER DATUM (LWD)			PROJECT DIMENSIONS		
RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT MILES)	DEPTH LWD (FEET)
A	A				
31	30	11-2015	245-1000	.13	32
33	32	11-2015	245	.08	31
32	33	11-2015	245	.07	30
31	32	11-2015	245	.07	29
33	28	11-2015	245-480	.07	28
27	27	11-2015	1100-2700	.64	28
27	25	11-2015	1200-2700	.91	27
26	25	11-2015	1500-3300	.33	27
27	24B	11-2015	400-850	.66	27
24	22	11-2015	100-750	.99	27
22	12C	10,11-2015	400	1.66	27
20	19	11-2015	400	.59	21
19	20	8-2011	200	.33	20
23	26	11-2015	400-800	.74	27
23	23	10,11-2015	400	.83	23
27	21	10,11-2015	1300	.33	27
21	20	10-2015	500	1.00	23
19	13	10-2015	600	.95	23
10	7E	10-2015	200	2.39	20

OM LAKE.

ROM 46°45'02.4"N - 92°06'10.0"W TO 46°45'07.2"N - 92°06'19.8"W
ROM 46°43'13.3"N - 92°08'32.9"W TO 46°43'12.6"N - 92°08'35.5"W

BSSEQUENT TO THE ABOVE INFORMATION.

LAKE SUPERIOR



Average levels (2004-2013)
Extreme Levels (period of record)

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

RADIO TOWER (4 VERT LTS) (2 Oc R) (2 F R)
TV MAST (6 VERT LTS) (3 Oc R) (3 F R)
TV MAST (6 VERT LTS) (3 Oc R) (3 F R)
TOWER (ENGER MEMORIAL OBSERVATION TOWER) (G LT)
Twin Lakes
DULUTH HARBOR BASIN NORTHERN SECTION (see tabulation)
21st AVE W CHAN (see tabulation)
R "2" Fl R 4s
G "5" Fl G 4s
R W Mo (A)
Joins page 5
Joins page 12

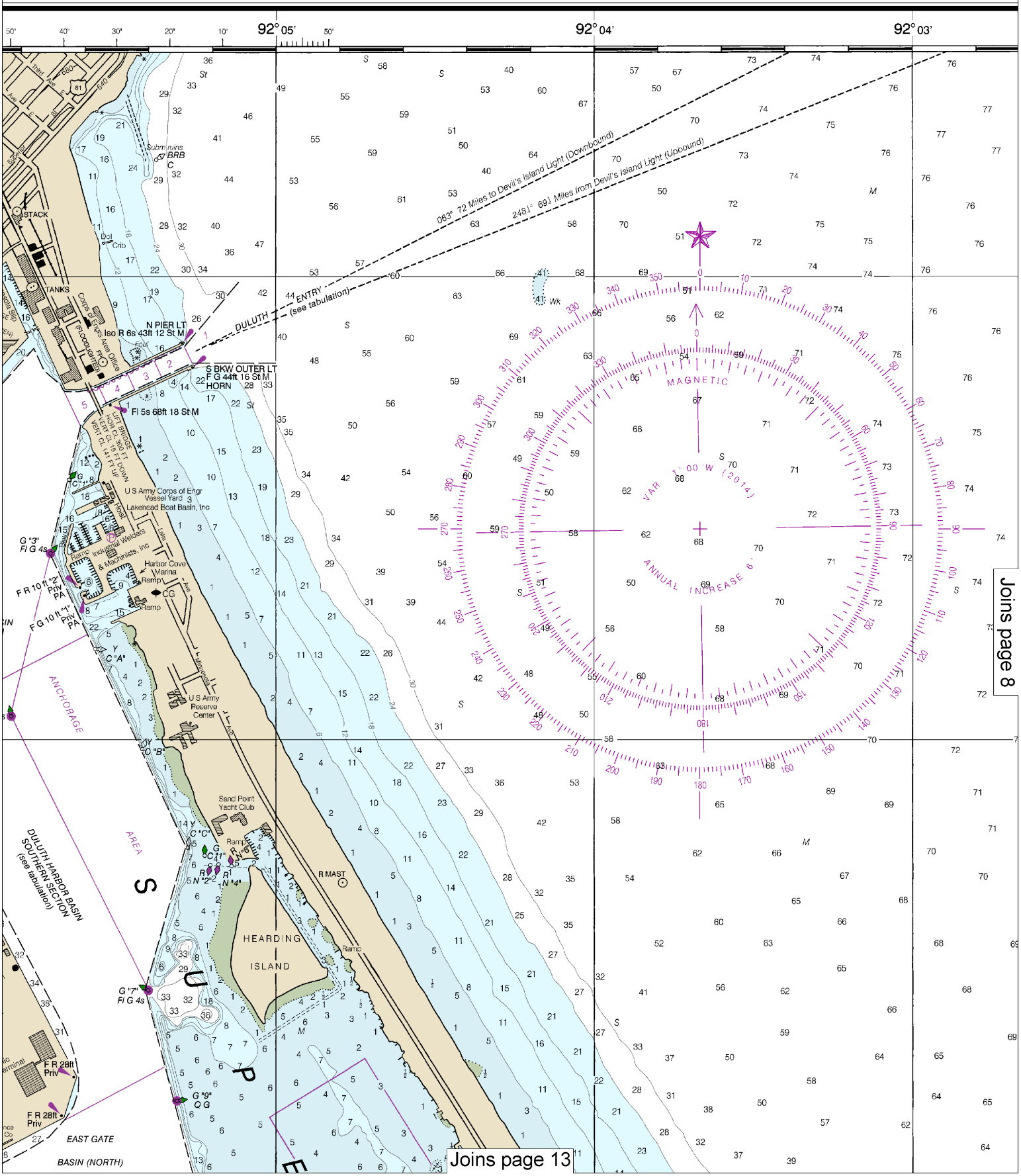
Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles
0 1

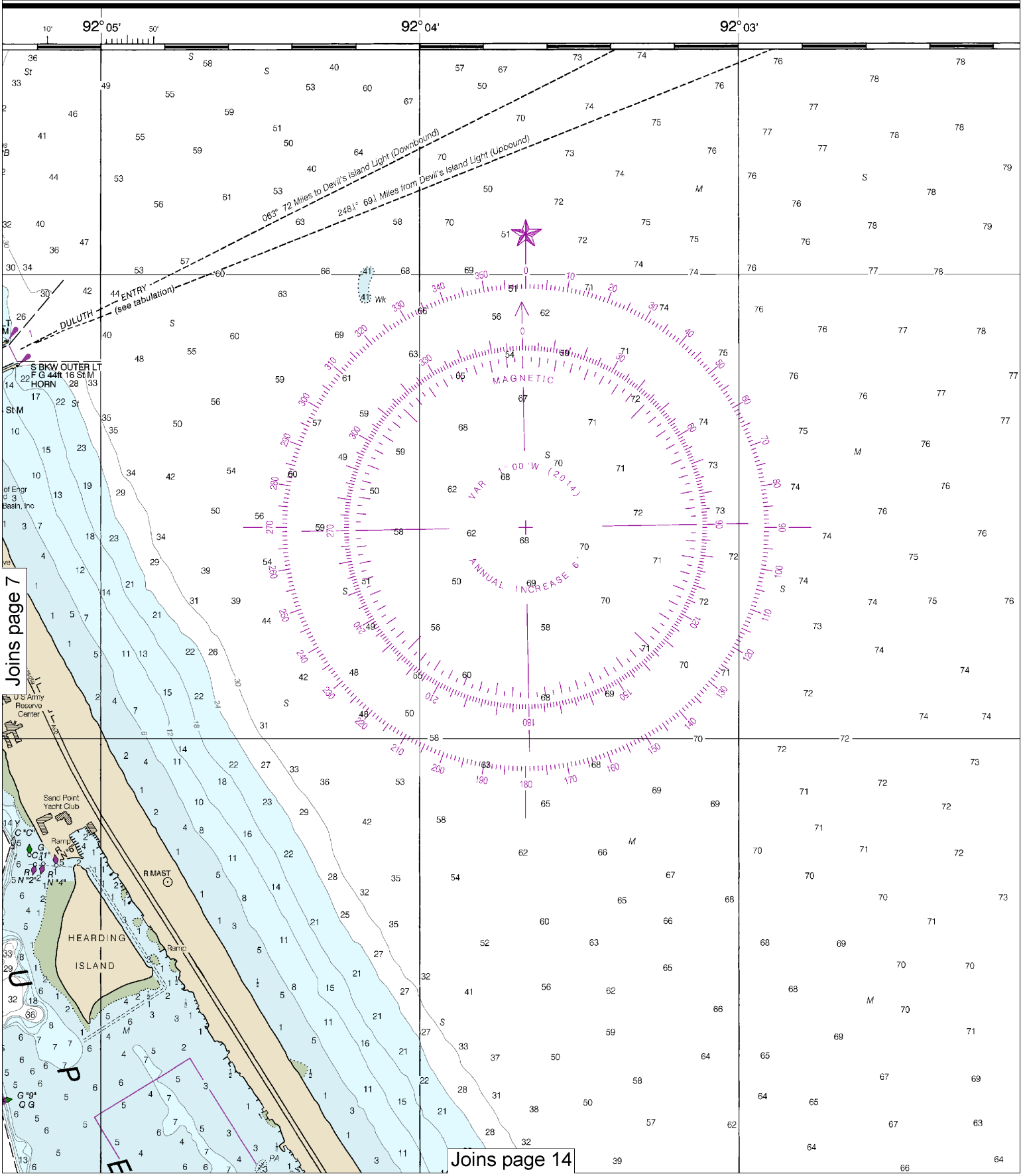
Yards
500 0 500 1000 1500

6

Note: Chart grid lines are aligned with true north.



Last Correction: 3/7/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

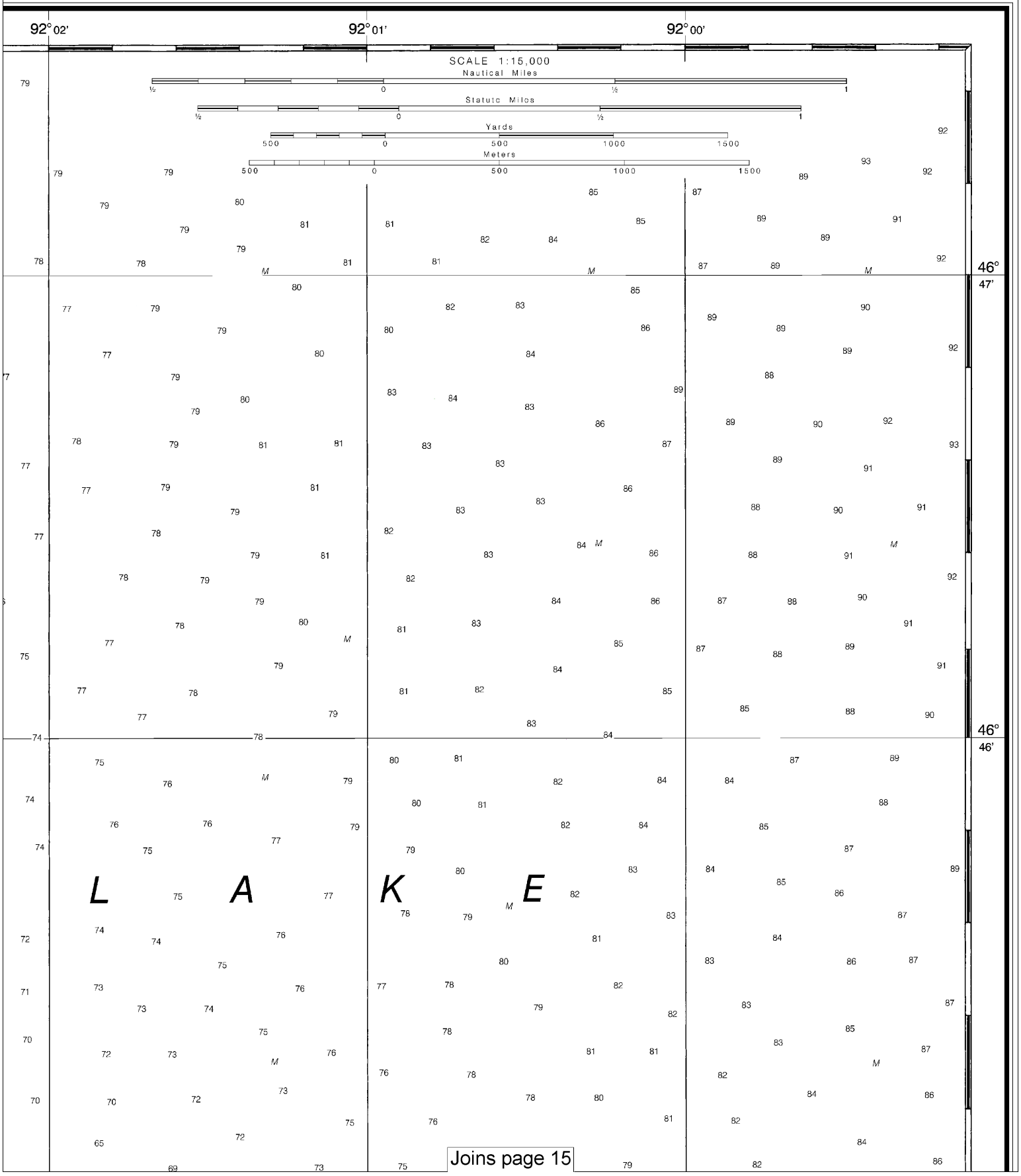


Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles
0 1

Yards
500 0 500 1000 1500

Note: Chart grid lines are aligned with true north.


92° 02'
92° 01'
92° 00'
SCALE 1:15,000
Nautical Miles
½ 0 ½ 1
Statute Miles
½ 0 ½ 1
Yards
500 0 500 1000 1500
Meters
500 0 500 1000 1500
46° 47'
46° 46'
LAKE
Joins page 15

Joins page 4

Statute Miles

Yards

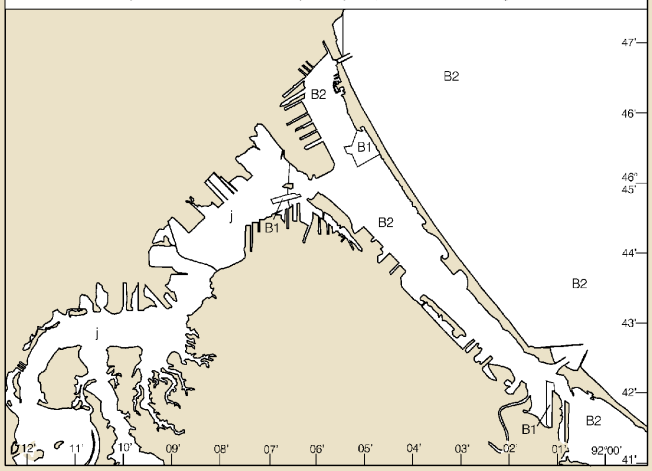
Meters

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B1 1990-2004	NOS Surveys	partial bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
j Pre-1974	Lake Survey Surveys	partial bottom coverage



Ⓟ Pump-out facilities

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

46° 45' 50' 40' 30' 20' 10' 46° 44' 50' 46° 43'

M I N N E S O T A

STACK

Menards

TANK

National Iron Co

Storaenso Paper Company

Keene Cr

Zenith Dredge Co

Kingsbury Cr

Marsh

Grass

Shoal

Duluth Dock & Transport Co

Connies Landing Inc

R MASTS
KDAL 610 kHz
(3 VERT LTS)
(Oc R 2 F R)

SAFETY ZONE
165.927 (see note A)

MINNESOTA CHANNEL

WESTERN SECTION (see tabulation)

MINNESOTA EASTERN SECTION (see

Joins page 16

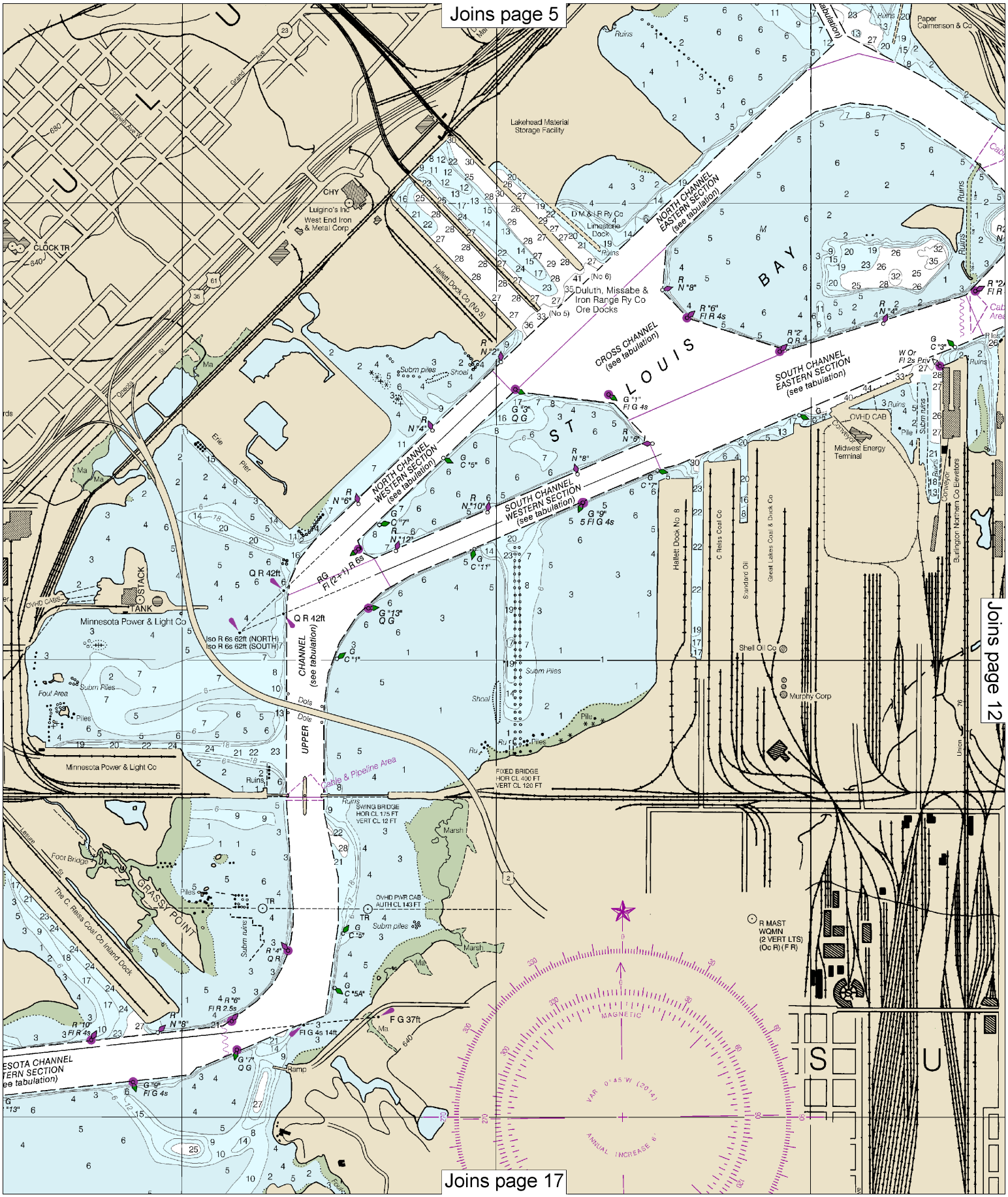
Printed at reduced scale. ~~SCALE 1:15,000~~

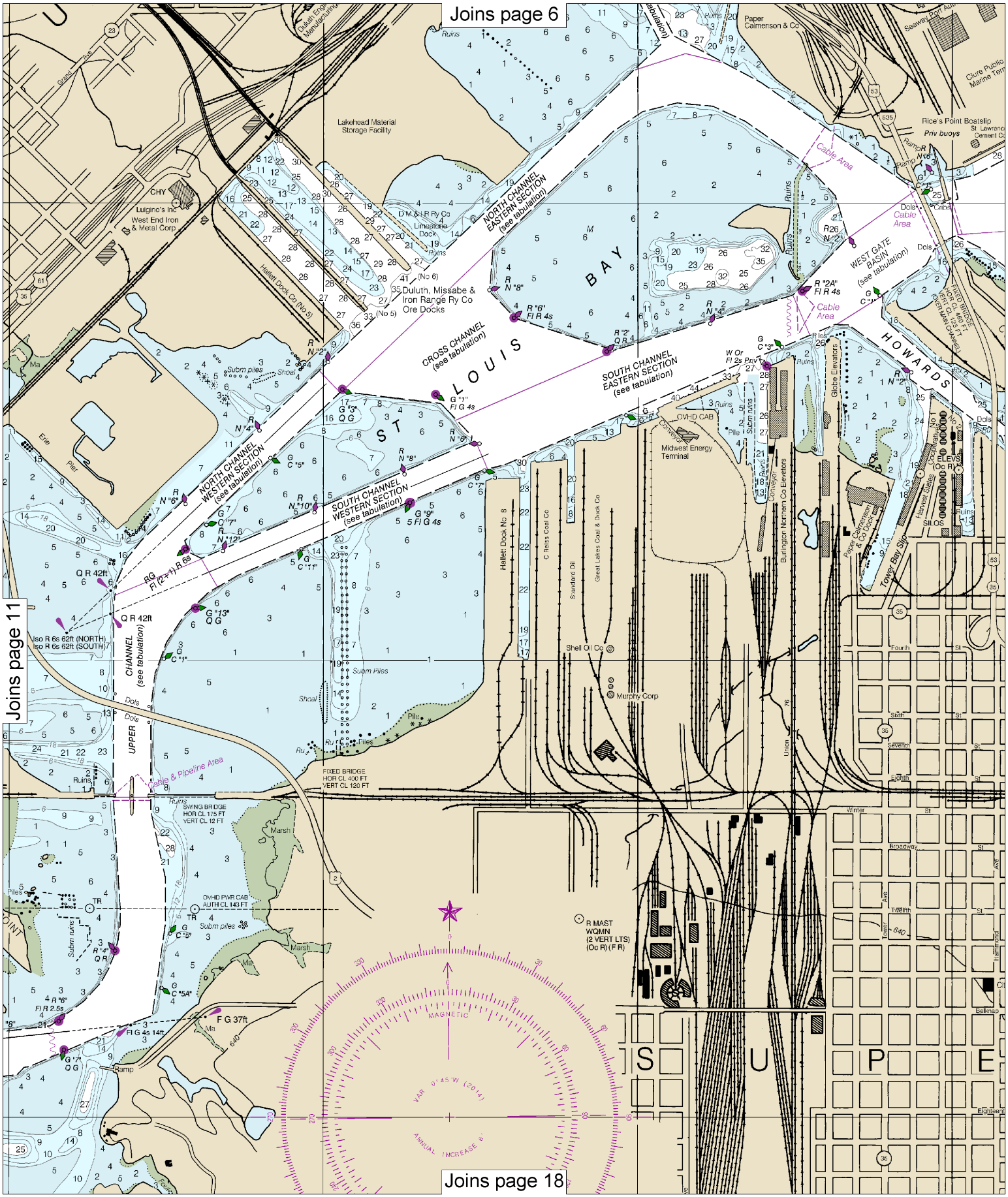
Nautical Miles

Yards

See Note on page 5.

Note: Chart grid lines are aligned with true north.


Joins page 5
Joins page 12
Joins page 17
DULUTH
SUPERIOR
ST LOUIS BAY
Lakehead Material Storage Facility
Luigino's Inc
West End Iron & Metal Corp
CHY
CLOCK TR
Hallett Dock Co (No 5)
D M & I R Ry Co Limestone Dock
Duluth, Missabe & Iron Range Ry Co Ore Docks
(No 6)
(No 5)
NORTH CHANNEL EASTERN SECTION (see tabulation)
CROSS CHANNEL (see tabulation)
SOUTH CHANNEL EASTERN SECTION (see tabulation)
NORTH CHANNEL WESTERN SECTION (see tabulation)
SOUTH CHANNEL WESTERN SECTION (see tabulation)
CHANNEL (see tabulation)
UPPER
Erie Pier
Minnesota Power & Light Co
STACK
TANK
OVHD CABS
Iso R 6s 62ft (NORTH)
Iso R 6s 62ft (SOUTH)
Q R 42ft
RG Fl (2+1) R 6s
Subm Piles
Foul Area
Piles
Dols
Shoal
Ruins
Cable & Pipeline Area
FIXED BRIDGE
HOR CL 400 FT
VERT CL 120 FT
SWING BRIDGE
HOR CL 175 FT
VERT CL 12 FT
Marsh
Foot Bridge
GRASSY POINT
The C. Reiss Coal Co Inland Dock
OVHD PWR CAB
AUTH CL 143 FT
Subm ruins
F G 37ft
Fl G 4s 14ft
Ramp
R MAST
WQMN
(2 VERT LTS)
(Oc R) (F R)
Midwest Energy Terminal
OVHD CAB
Conveyor
Shell Oil Co
Murphy Corp
Standard Oil
Great Lakes Coal & Dock Co
C Reiss Coal Co
Hallett Dock No. 8
Burlington Northern Co Elevators
Paper Calmenson & Co
Ruins
Pile
Pipe
Shoal
Subm piles
MAGNETIC
VAR 0° 45 W (2014)
ANNUAL INCREASE 6'



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

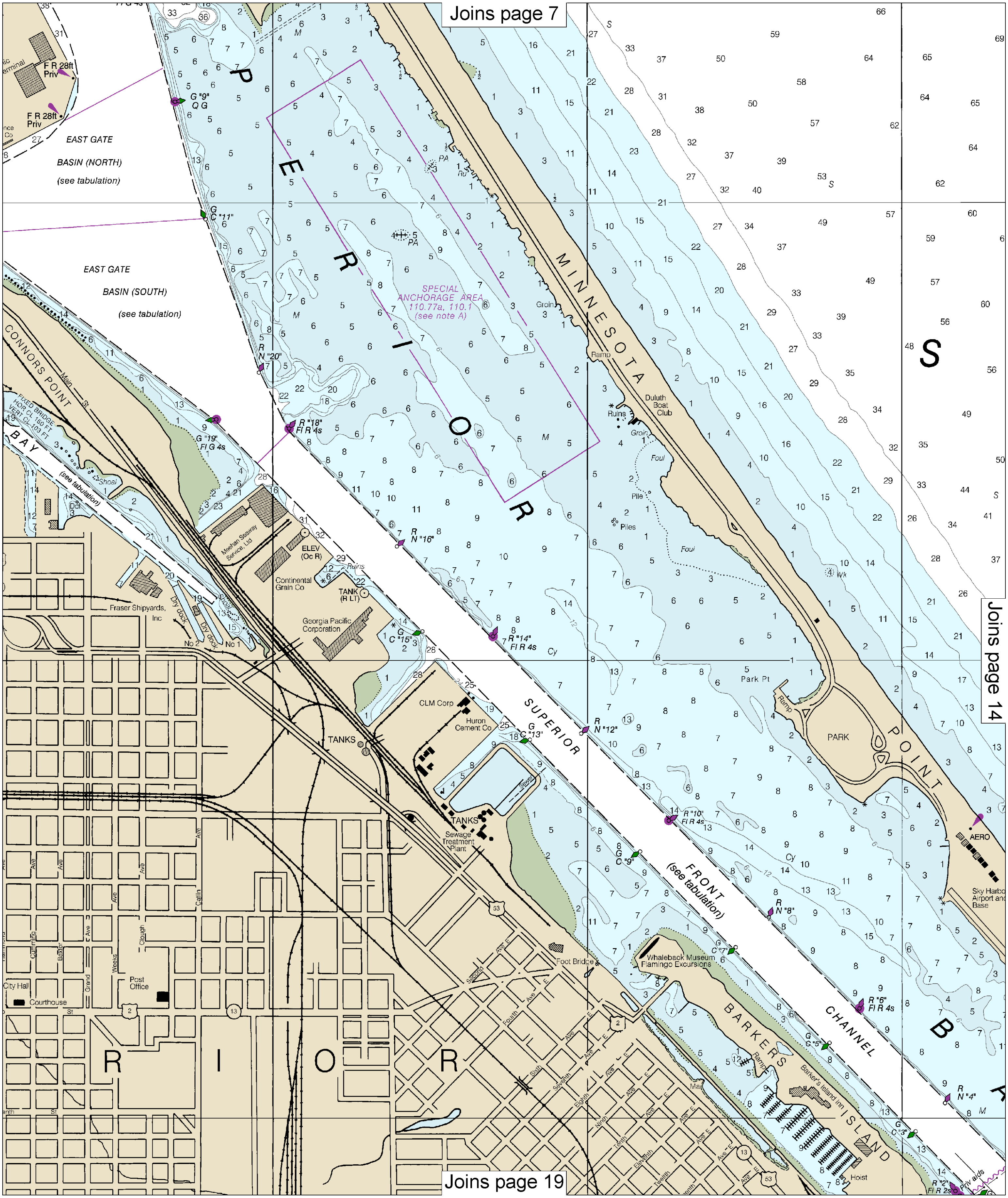
See Note on page 5.

Nautical Miles

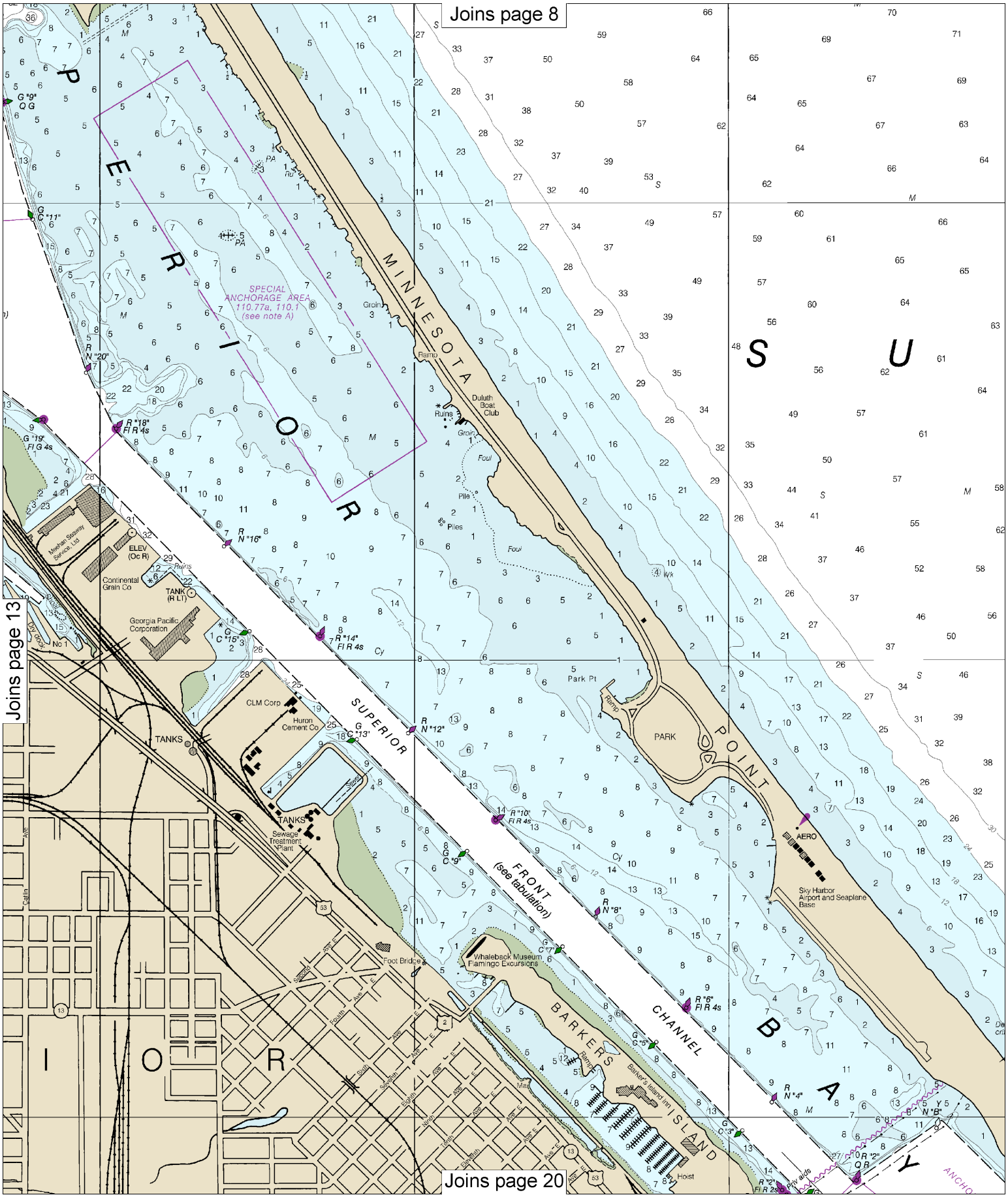
0 1

Yards

500 0 500 1000 1500



Joins page 7
Joins page 14
Joins page 19
EAST GATE
BASIN (NORTH)
(see tabulation)
EAST GATE
BASIN (SOUTH)
(see tabulation)
SPECIAL
ANCHORAGE AREA
110.77a, 110.1
(see note A)
CONNORS POINT
BAY FRONT
(see tabulation)
MINNESOTA POINT
SUPERIOR FRONT
(see tabulation)
SUPERIOR
BARKERS ISLAND
CHANNEL
Duluth
Boat
Club
Park Pt
PARK
AEROSky Harbor
Airport and
Base
Meehan Seaway
Service, Ltd
ELEV
(Oc R)
Continental
Grain Co
TANK
(R LT)
Fraser Shipyards,
Inc
Georgia Pacific
Corporation
CLM Corp
Huron
Cement Co
TANKS
TANKS
Sewage
Treatment
Plant
Whaleback Museum
Flamingo Excursions
Foot Bridge
Barker's Island Inn
Hoist
City Hall
Courthouse
Post
Office
R I O R



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

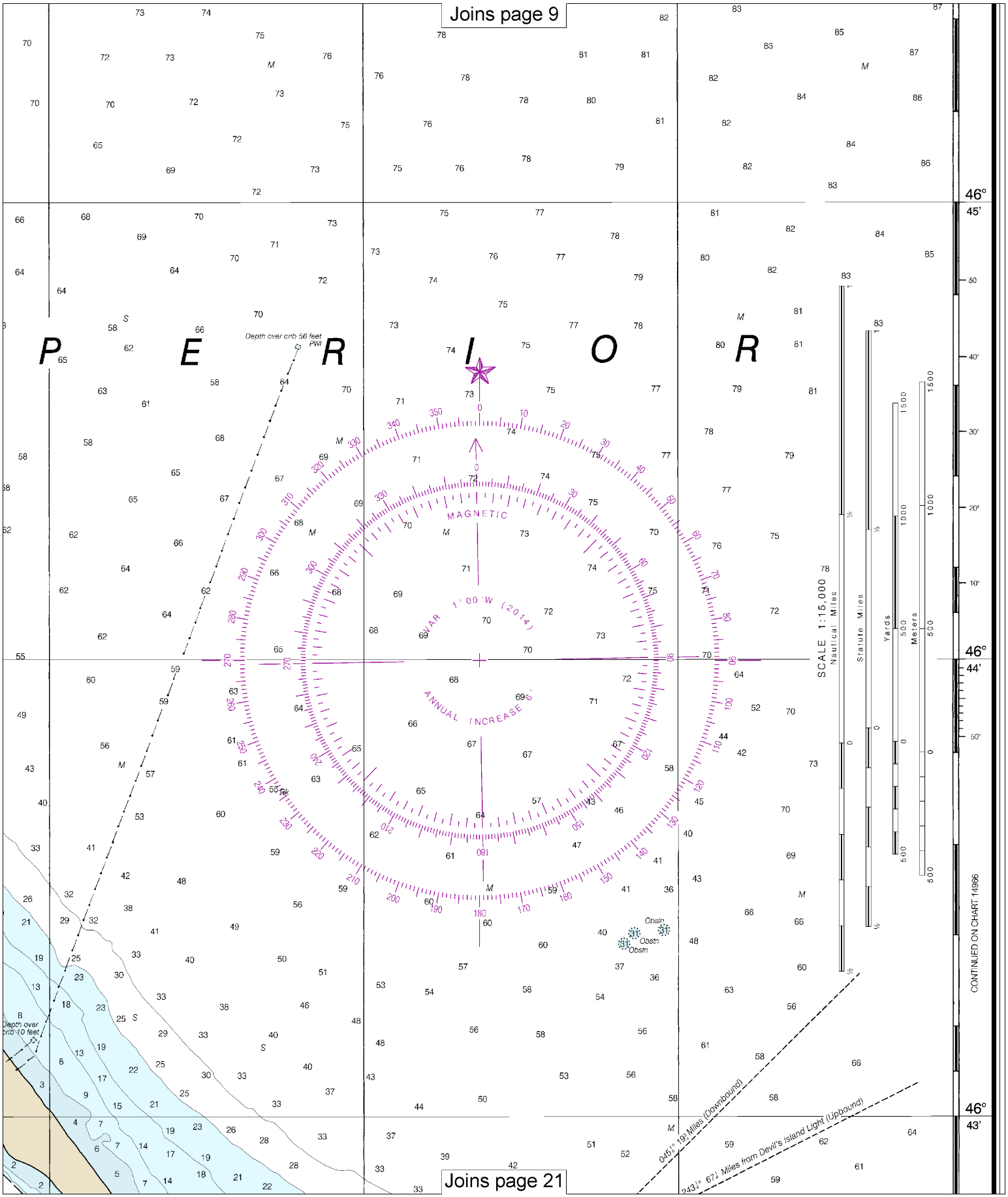
Nautical Miles

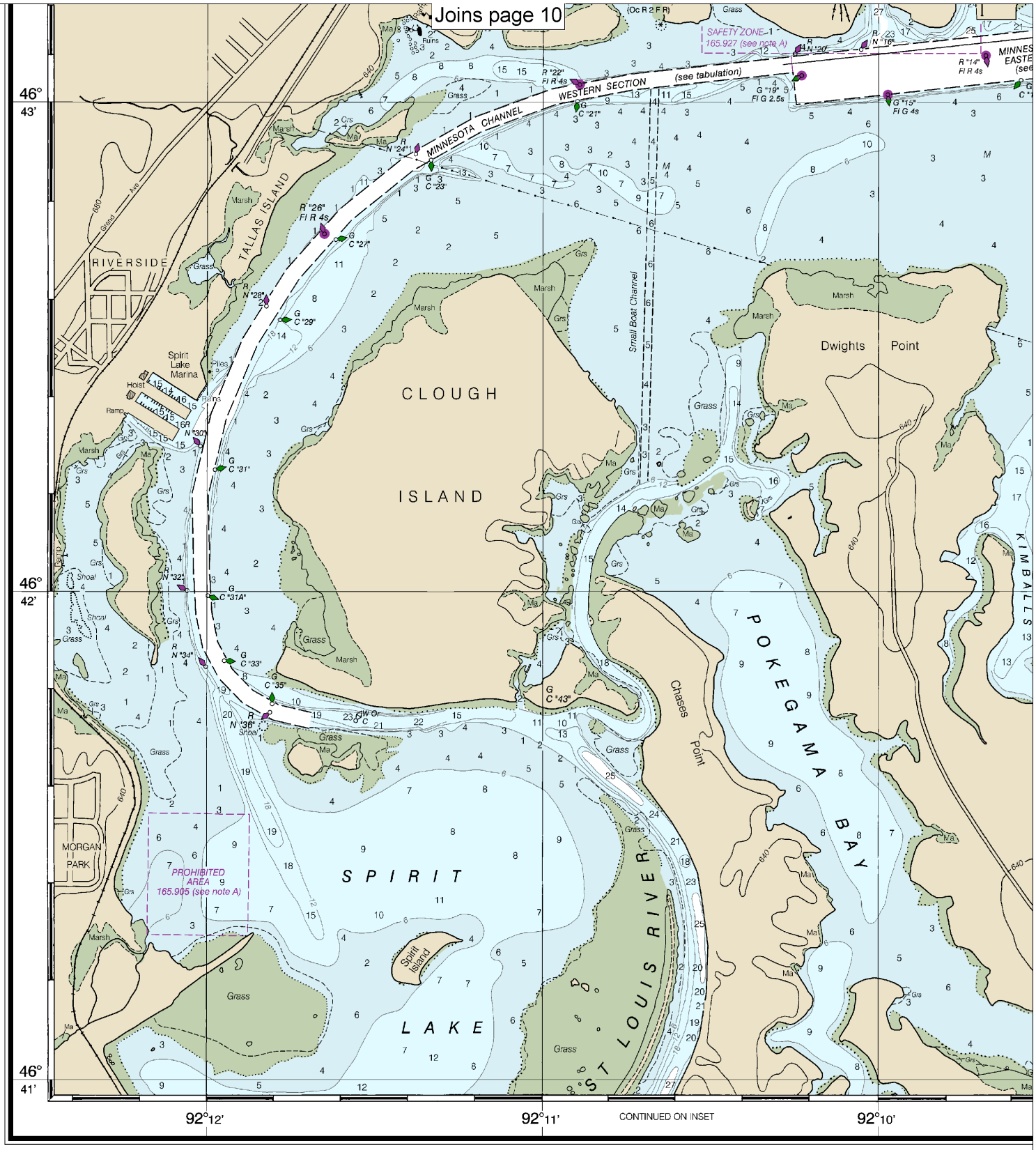
0 1

Yards

500 0 500 1000 1500

See Note on page 5.


Joins page 9
PERIOR
Depth over crib 56 feet
PWI
MAGNETIC
VAR 15° 00' W (2014)
ANNUAL INCREASE 6'
SCALE 1:15,000
Nautical Miles
Statute Miles
Yards
Meters
Obstn
Depth over crib 10 feet
0451° 19 Miles (Downbound)
243½° 67¼ Miles from Devil's Island Light (Upbound)
CONTINUED ON CHART 14966
46°
45'
44'
43'
Joins page 21



36th Ed., Oct. 2014

14975

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies or about this chart at http://www.nauticalcharts.noaa.gov/staff/contact

Last Correction: 3/7/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

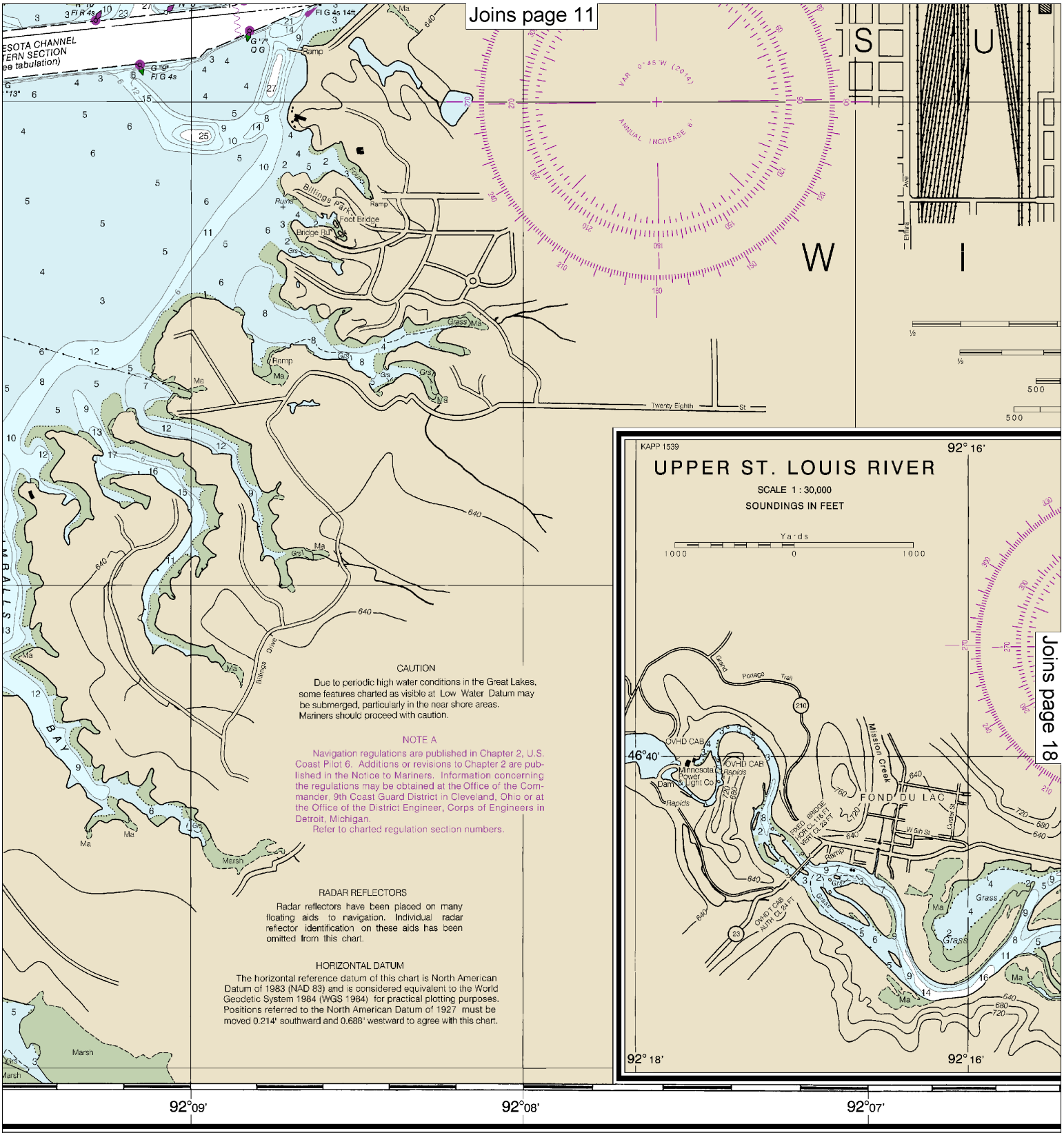
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles: 0 — 1

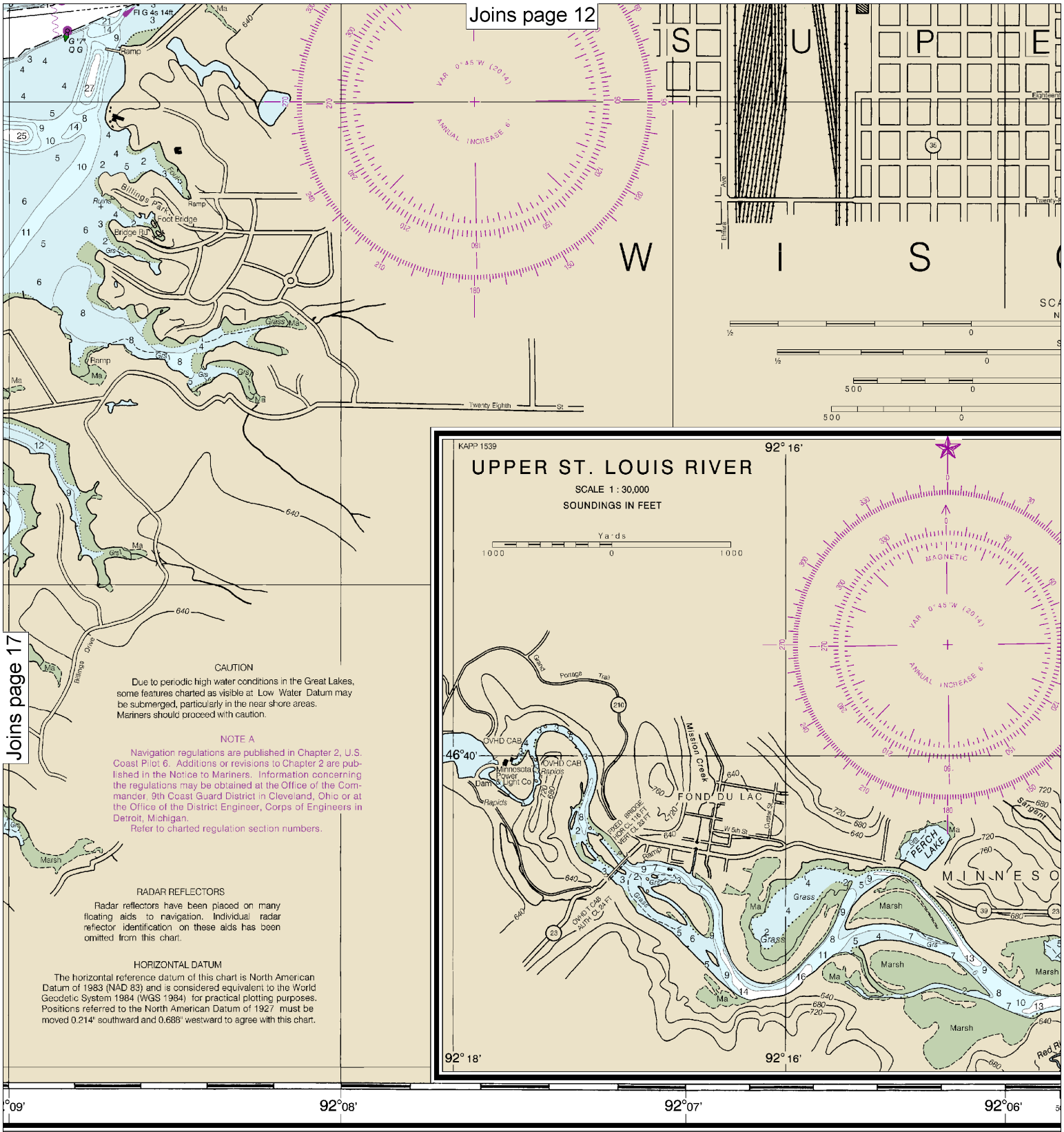
Yards: 500 — 0 — 500 — 1000 — 1500

See Note on page 5.



SOUNDINGS IN FEET

Joins page 12



Joins page 17

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and is considered equivalent to the World Geodetic System 1984 (WGS 1984) for practical plotting purposes. Positions referred to the North American Datum of 1927 must be moved 0.214" southward and 0.688" westward to agree with this chart.

OUNDINGS IN FEET

Published
U.S. DEPART
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Note: Chart grid lines are aligned with true north.

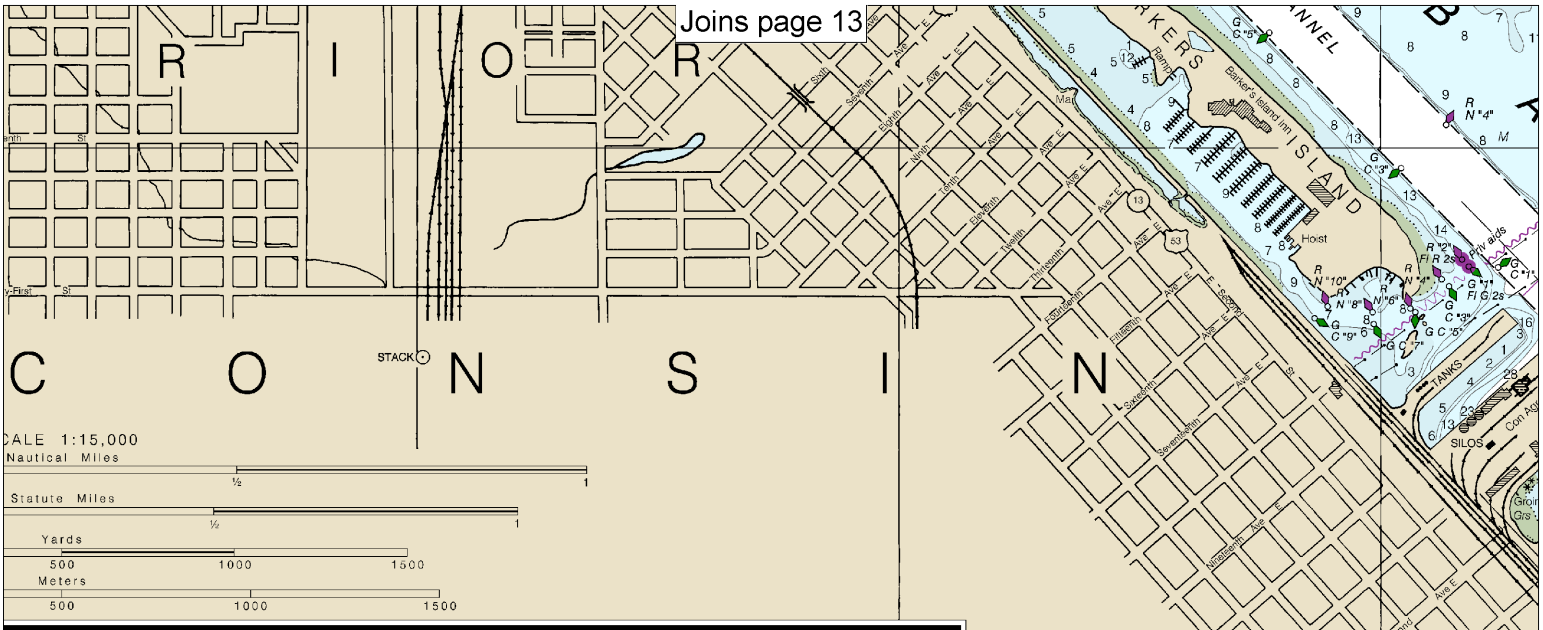
Printed at reduced scale. ~~SCALE 1:15,000~~

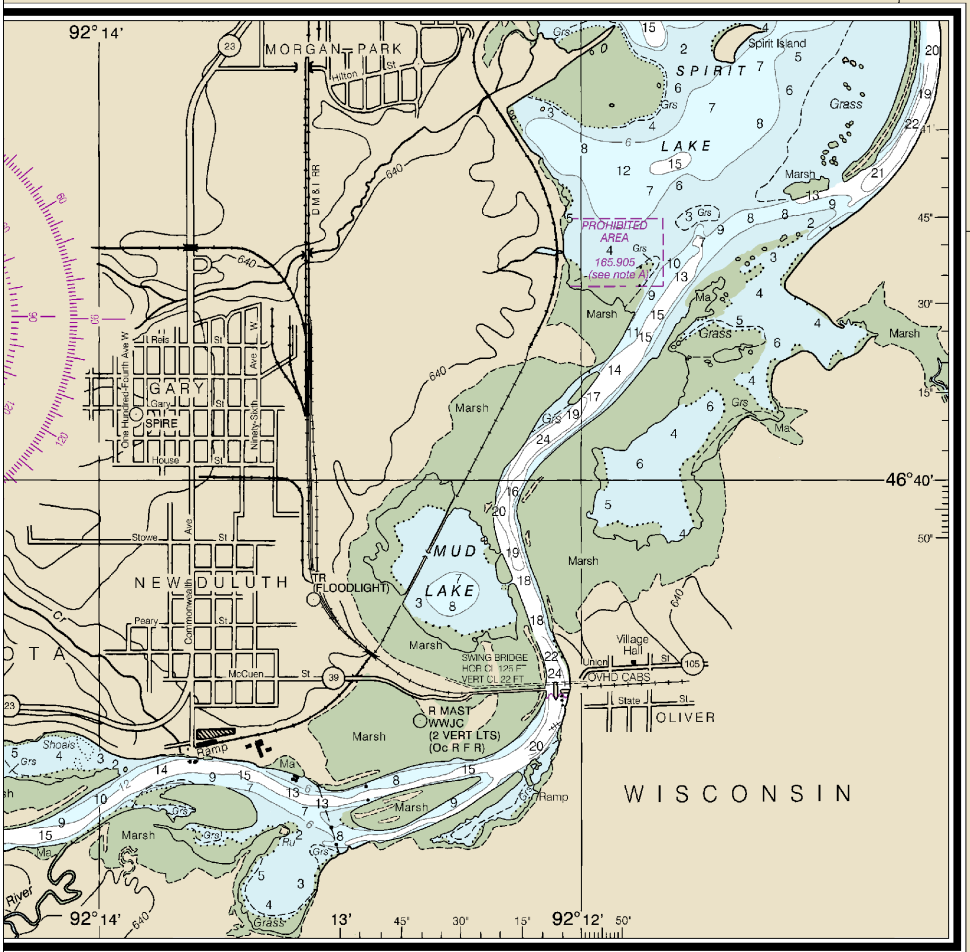
Nautical Miles
0 1

Yards
500 0 500 1000 1500

See Note on page 5.

Joins page 13





CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPERIOR HARBOR

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)

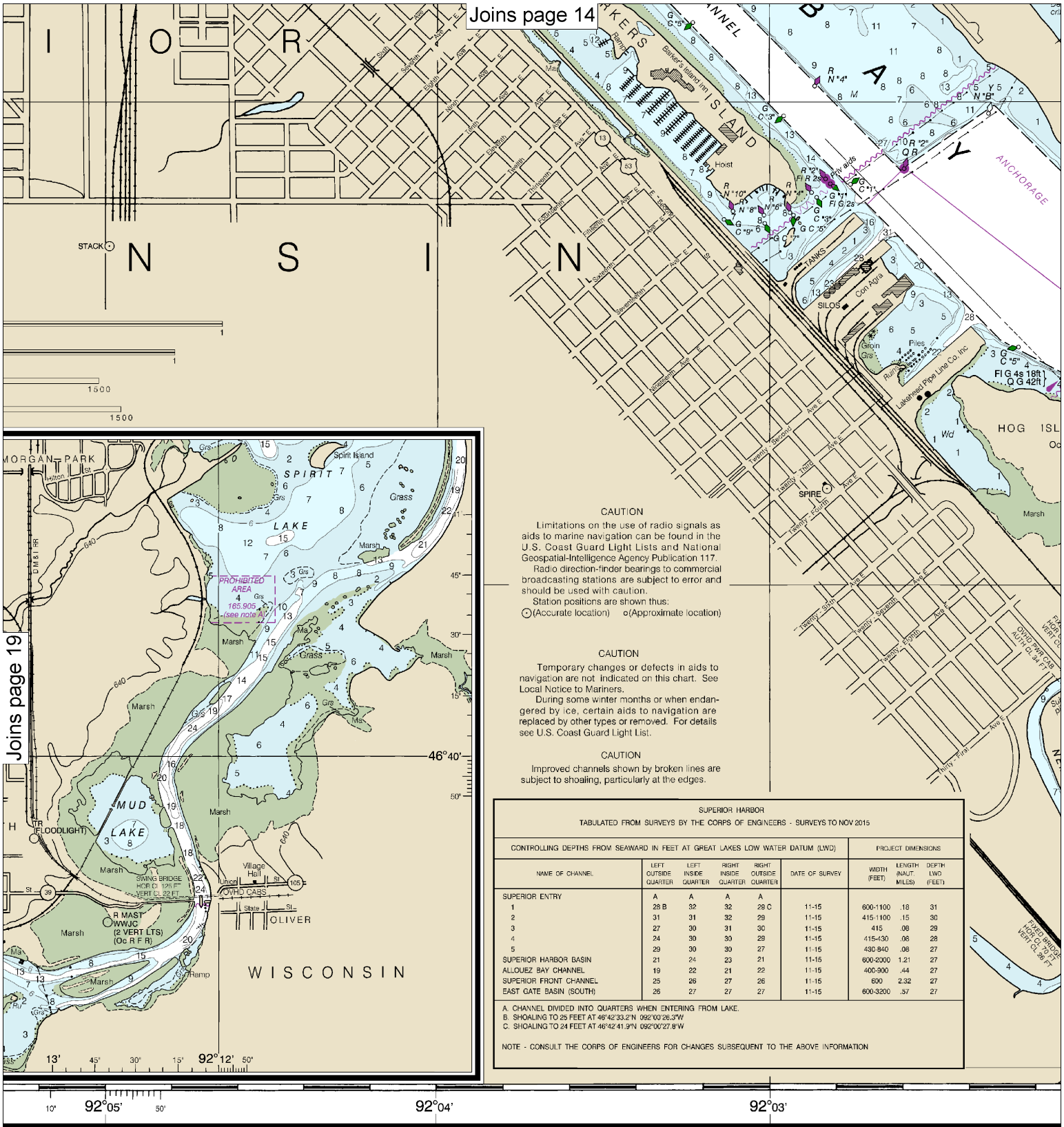
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WI (FE
SUPERIOR ENTRY	A	A	A	A		
1	28 B	32	32	28 C	11-15	600-
2	31	31	32	29	11-15	415-
3	27	30	31	30	11-15	41
4	24	30	30	29	11-15	415-
5	29	30	30	27	11-15	430-
SUPERIOR HARBOR BASIN	21	24	23	21	11-15	600-2
ALLOUEZ BAY CHANNEL	19	22	21	22	11-15	400-
SUPERIOR FRONT CHANNEL	25	26	27	26	11-15	60
EAST GATE BASIN (SOUTH)	26	27	27	27	11-15	600-3

A. CHANNEL DIVIDED INTO QUARTERS WHEN ENTERING FROM LAKE.
B. SHOALING TO 25 FEET AT 46°42'33.2"N 092°00'26.3"W
C. SHOALING TO 24 FEET AT 46°42'41.9"N 092°00'27.8"W

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Joins page 20

ed at Washington, D.C.
TMENT OF COMMERCE
ND ATMOSPHERIC ADMINISTRATION
NAL OCEAN SERVICE
COAST SURVEY



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SUPERIOR HARBOR

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
SUPERIOR ENTRY	A	A	A	A				
1	28 B	32	32	29 C	11-15	600-1100	.18	31
2	31	31	32	29	11-15	415-1100	.15	30
3	27	30	31	30	11-15	415	.08	29
4	24	30	30	29	11-15	415-430	.08	28
5	29	30	30	27	11-15	430-840	.08	27
SUPERIOR HARBOR BASIN	21	24	23	21	11-15	600-2000	1.21	27
ALLOUEZ BAY CHANNEL	19	22	21	22	11-15	400-900	.44	27
SUPERIOR FRONT CHANNEL	25	26	27	26	11-15	600	2.32	27
EAST GATE BASIN (SOUTH)	26	27	27	27	11-15	600-3200	.57	27

A. CHANNEL DIVIDED INTO QUARTERS WHEN ENTERING FROM LAKE.
B. SHOALING TO 25 FEET AT 46°42'33.2"N 092°00'26.3"W
C. SHOALING TO 24 FEET AT 46°42'41.9"N 092°00'27.8"W

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

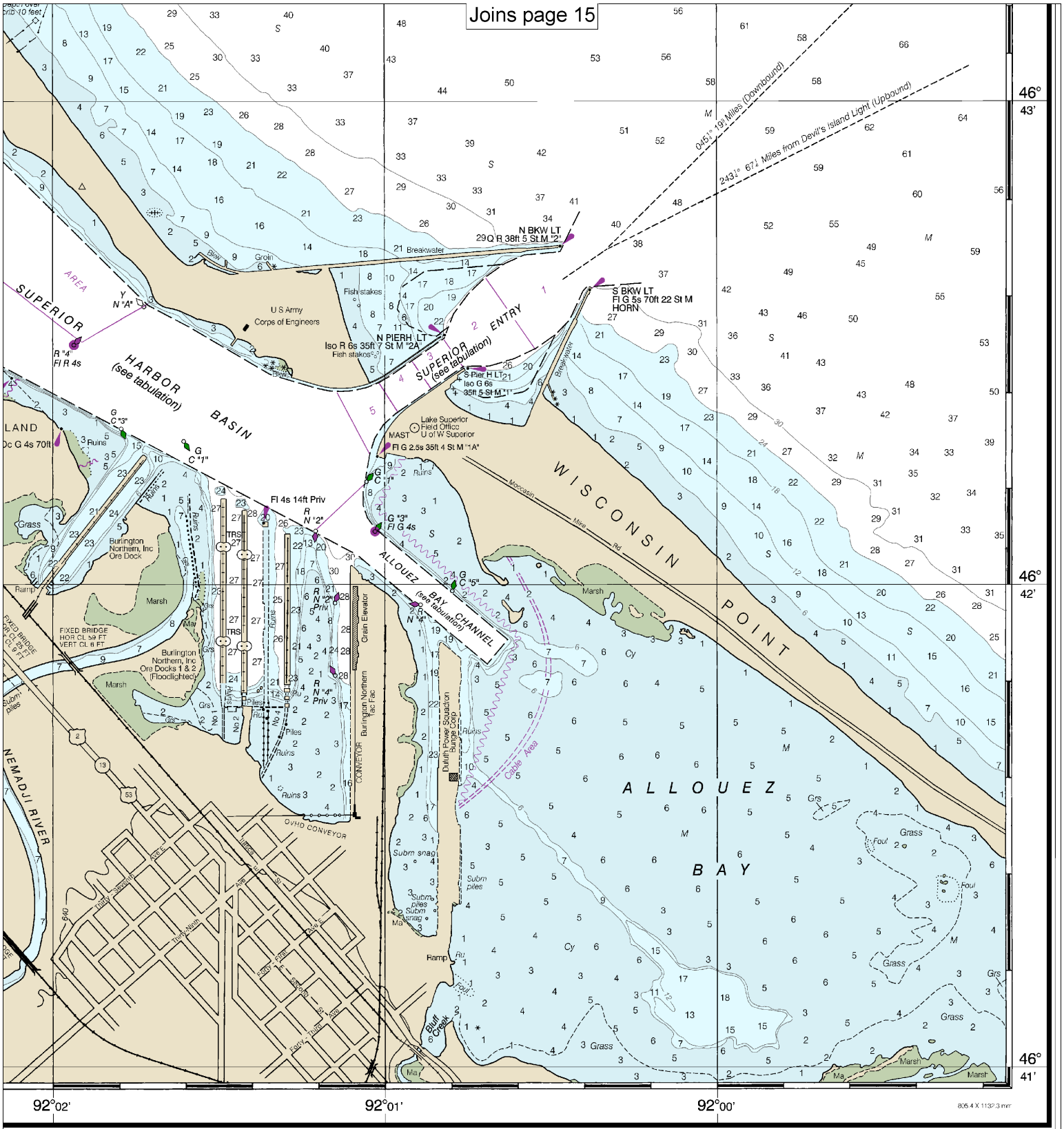
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles
0 1

Yards
500 0 500 1000 1500

See Note on page 5.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Duluth - Superior Harbor

SOUNDINGS IN FEET - SCALE 1:15,000

14975

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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